



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois/62764

January 9, 1995

## Bridge Closure

COUNTY ENGINEERS/SUPERINTENDENT OF HIGHWAYS  
MUNICIPAL ENGINEERS/DIRECTORS OF PUBLIC WORKS

#95-1

The information contained in this letter is intended to clarify methods of barricading considered acceptable for coding a structure as "Closed" in the Illinois Structure Information System (ISIS). Any bridge on a road open to the public is subject to these rules and guidelines regardless of public or private ownership.

Specific and detailed bridge posting and closure guidelines and requirements are included in the following publications:

- Manual for Uniform Traffic Control Devices (MUTCD)
- Traffic Policy and Procedures Manual (TPP)
- Local Roads Administrative Policies Manual (APM)
- Local Roads pamphlet - Signing of Road District and Township Highways
- Structure Information and Procedure Manual

When the existing approach roadway remains in place within 500 feet of the end of a bridge requiring closure, barricades must be erected as shown in attachment #1 (APM, fig. 5-9m). Instead of the red and white striped Type III barricade fence, the TPP allows the use of guardrail and hazard signs as shown in attachment #2 (TPP, fig. 7-E) when "a significant hazard exists beyond the closure point", such as a closed bridge. This alternative type of barricade using steel guardrail will provide better protection against vandalism and unauthorized use of the bridge when placed near the end of the structure.

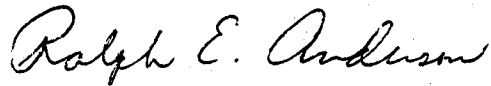
When at least 500 feet of the approach roadway has been removed adjacent to the end of the bridge, the bridge may be coded as closed without barricades provided it is inaccessible to highway vehicles. In such cases, when access by off-road vehicles is possible, the placement of barriers at the bridge is recommended but not required for coding the structure as closed in ISIS.

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It should be emphasized that the placement of barricades described in this letter only satisfies the minimum requirements for identifying a bridge's status as closed to satisfy the National Bridge Inspection Standards.

Questions may be directed to your District office or to Tim Souther of the Local Bridge Unit, phone 217/785-8748.

Very truly yours,

A handwritten signature in cursive script that reads "Ralph E. Anderson".

Ralph E. Anderson  
Engineer of Bridges and Structures

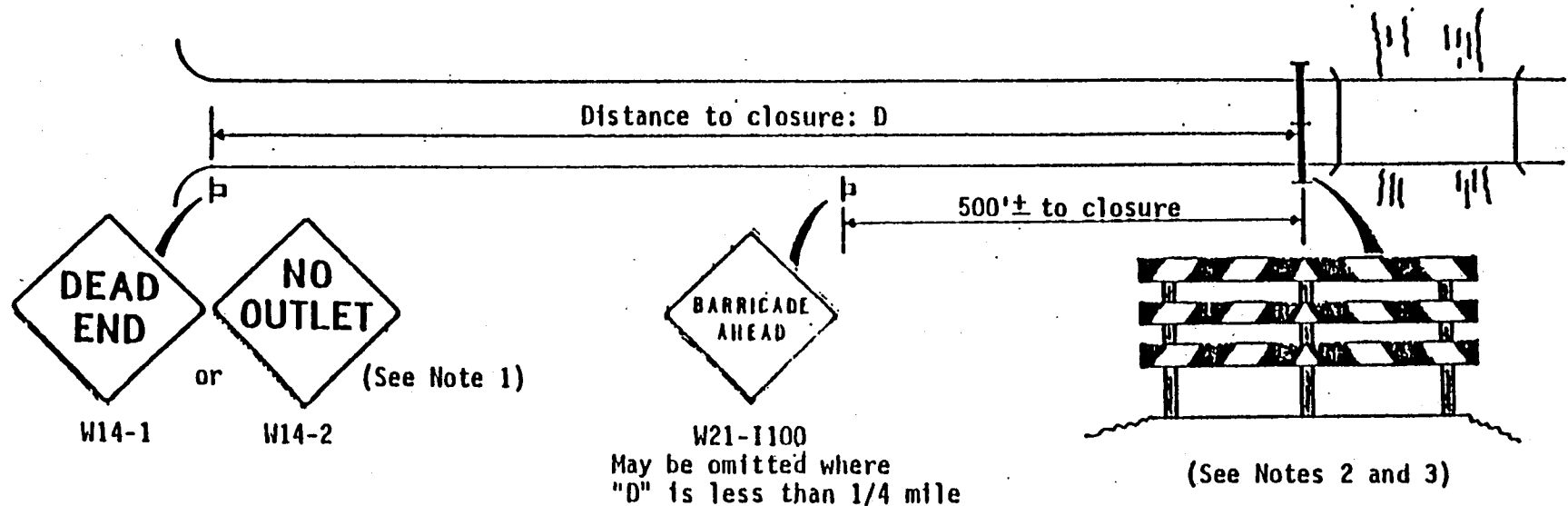
TES/bb/policy5.doc

**\*\* Attachment #1 \*\***

**LONG TERM BRIDGE CLOSURE**

Figure 5-9m

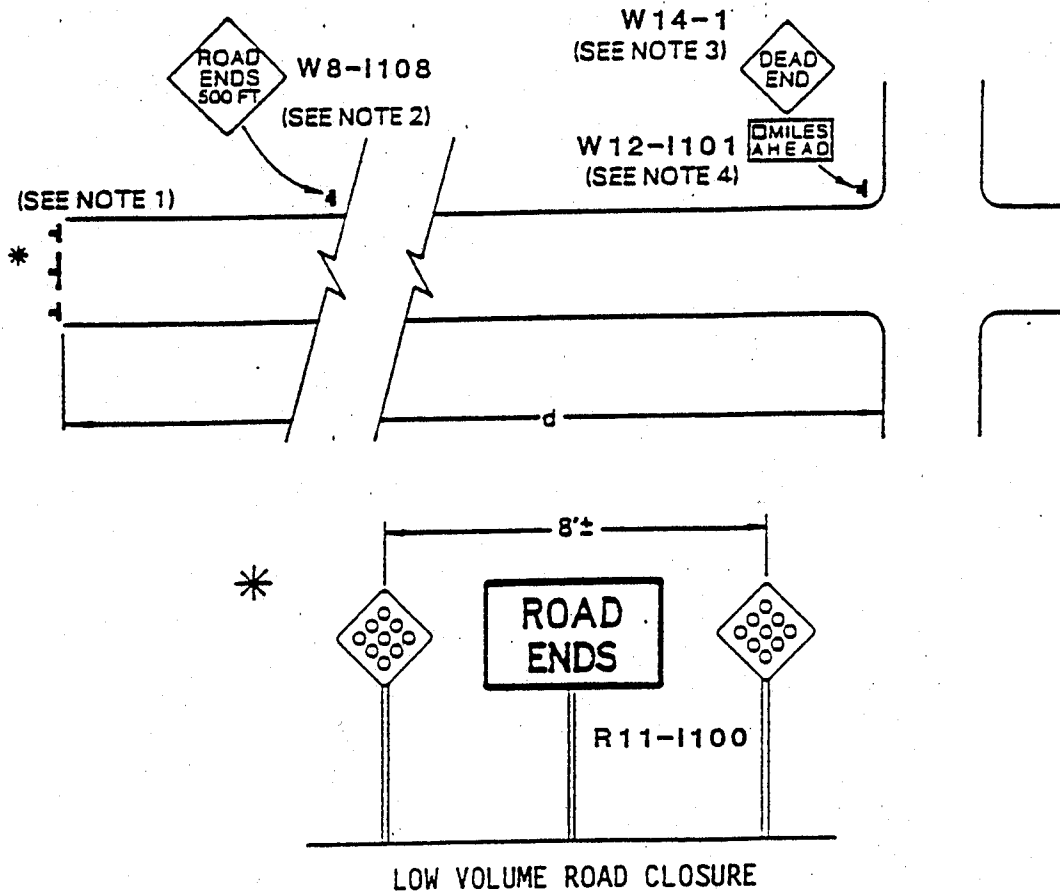
(Not to Scale)



**GENERAL NOTES:**

- 1/ - See Table A, page 1-4 of the Illinois Manual on Uniform Traffic Control Devices (MUTCD). Use 24 inch size signs for 2-lane, low ADT roads with speeds of 35 mph and below; 30 inch size signs for 2-lane, low ADT roads with speeds of 40 mph and above.
- 2/ - Where the bridge remains in place and the approach road ends at or within 500 feet of the bridge, a permanent red/white fully reflectorized Type III Barricade should be used to completely close the road. If the bridge or the deck has been removed or if a physical barrier (i.e., large pile of dirt, broken concrete or other energy dissipating material) is used to keep vehicles from getting on the bridge, the barricade should be located at least 100 feet in advance of the barrier or river bank.
- 3/ - Where the approach road has been completely removed at least 500 feet in advance of the bridge site, two or more red reflectorized Type I Object Markers mounted at the end of the roadway may be used in place of the barricade. If the bridge has not been removed, a physical barrier should also be used at the bridge to deny access to off-road vehicles.

FIGURE 7.E



NOTES:

1. If the road ends at the right-of-way line of another highway or where some significant hazard exists beyond the closure point, the signs may be mounted on a Type III barricade "fence". Guardrail may be used in lieu of or in conjunction with the barricade "fence" where it is necessary to prevent deliberate entry onto access controlled right-of-way or an extreme hazard exists immediately beyond the closure point. Barricades, when used, shall be striped red and white and fully reflectorized. If practical, old pavement should be removed to some distance beyond the closure point or covered with dirt to minimize the illusion of the road continuing and to provide a reasonable safe recovery area. The markers for the end of the roadway shall be red and conform with Section 3C-4 of the MUTCD.
2. Use where "d" exceeds 1,500 feet or where sight distance to the closure is less than 500 feet.
3. The DEAD END sign (W14-1) should be used in all cases except where the closure point is visible from the crossroad.
4. Where the point of closure is over 1 mile from the last crossroad, a \_\_\_\_\_ MILES AHEAD plate (W21-1100) may be used.